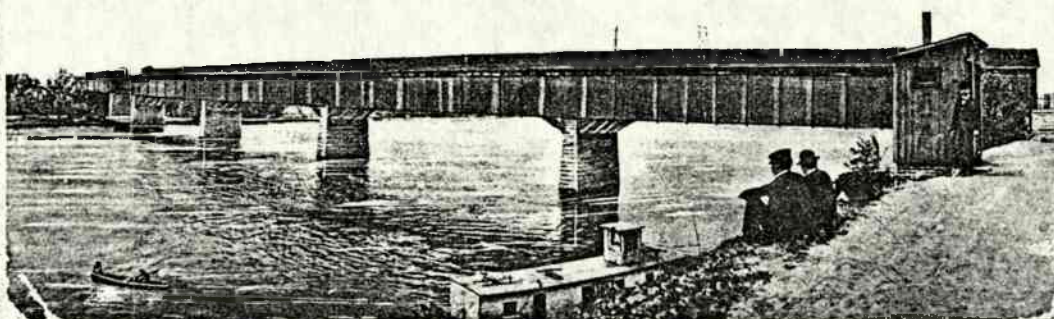


Bridges (WV)

T.H. Bridges - 8/67

OLD WAGON BRIDGE, TERRE HAUTE, IND.



Made expressly for S. H. Knox & Co. Printed in Germany.

Friend Groves: - I got your letter. was glad to hear from you. We are all well. Hope this finds you well. Best of health and happiness. a good time. I guess you are still running the Old Wagon. Bridge. Don't you answer soon. With Best Regards from all. Love. J. H. H.

This Space For Writing Messages

POST CARD
M. 1309
INT. MAR.



Mr Grover Whitlock.
Port Townsend.
Coast art. Wash.
Co 106

This side for the Address only.

and extends from this city to Hamilton, Ohio. On the books of the company, it is a separate corporation, but the officers of it are the officers of the Cincinnati, Hamilton & Dayton, general manager: Waldo, of the former road, being the president of the Cincinnati, Hamilton & Indianapolis.

Mr. M. O. Woodford, president of the Indiana, Decatur & Western, is president of the Cincinnati, Hamilton & Dayton, and the understanding is that this is the first movement toward making it all Cincinnati, Hamilton and Dayton property in name as well as in fact.

It was given out that the directors authorized the issuing of \$8,700,000 four per cent bonds to refund \$1,800,000 of seven per cent bonds on the Cincinnati, Hamilton & Indianapolis, due the first of January and to take up a large amount of bonds against the Indiana, Decatur & Western and to obtain a large amount of money that will be used in the betterment of the two roads, purchasing equipment, etc., etc.

CONCERT AT NORMAL HALL.

A concert will be given at the Normal Friday evening. An excellent program by well known local talent has been prepared and a large crowd is expected. The following is the program.

Leo (Solo) The Mercy Seat
Mrs. Mary Katzenbach Richardson.
Brahm (Duet) Gipsies
Miss Parr and Mr. Torleif Young.
Dudley Buck (Solo) Creole Love Song
Mr. LeRoy St. John.
Cowen (Solo) Mission of the Rose
Miss Parr.
D'Haldelot (Solo) Sans Toi
Mrs. Jesse Perdue Halstead.
Vannah (Solo)
..... Love's Years are Brave and Long.
Mrs. Mary Katzenbach Richardson.
Mandolin Solo The Nightingale
Prof. Johnson.
Hummenthal An Evening Song
Mr. Torleif Young.
Cornet Solo
Mr. Shipman accompanied by Prof. Dreiling.

PERSONALS

Mrs. W. J. Foster has returned from visits at Indianapolis and Dublin.

Miss Florence Nation, of Albrecht's leaves Friday, via Chicago, for Los Angeles, Cal., to make her future home.

Ora Paige, of Chicago is in the city called here by the illness of his mother.

Charles Ferguson, mailing clerk at the post office starts his vacation of two weeks on Friday. He will spend most of the time visiting relatives.

Fred Collins, general delivery clerk at the post office leaves next Sunday for California with company No. 83 of the Knights of Pythias.

Dr. Henry, the osteopath, spent today at St. Mary's with a friend.

City Treasurer Frank Borgstrom is confined to his home by illness.

Mrs. Lizzie Parks, aged 77 of 1110 Main street, was removed to the Union station in the ambulance Wednesday and took the train for Shellburn.

Miss Sis Culvert of south Thirteenth street and Miss Catherine Denny are visiting Mrs. Ben Cook, of Greenup, Ill.

Mrs. M. E. Finch, of Washington, D. C. formerly of this city has returned home for a visit after an absence of three years she is at Mrs. Morris' 618 Midberry.

Mr. and Mrs. Abner B. Stone and children, Paul and George, Mrs. Planett and daughter Miss Coen have returned from

Speculators on the board were inclined to comment unfavorably upon the appeal to the court. The big bulls said if such a precedent were established there would be nothing but short selling. If prices went down deliveries would be made, but if the prices went against the seller there would be nothing to prevent defaulting on contracts.

Trade in Oats lapsed as the session advanced. Deliveries were fair but much of the July stuff had to be secured from the bulls and the July price closed one cent up at 64. Sept. slumped to 31 1-4@3-8 and closed 3-8@1-2 down at 81 3-4. The action of the court in modifying the injunction against the July corner by restraining bull operators from asking the president of the board to enforce down margins on fifty thousands bushels short sales, had little effect, except to deter any possible inflation.

THE WAGON BRIDGE REPORTED UNSAFE

COMMISSIONERS ORDER EN-
GINEER BACON TO MAKE
THE EXAMINATION.

TO CALL COUNTY COUNCIL

The Commissioners are in Favor
of Building New Bridge and
Will Confer With Council.

The wagon bridge across the river is reported to be in an unsafe condition and the commissioners have requested the county auditor to call a special meeting of the county council to consider the matter.

Bridge Watchman John O. Smith called on the commissioners this morning and reported that the west end of the bridge near the point where the draw is situated is shaky and seems to be sinking. The commissioners at once sent for Engineer Bacon and ordered him to make a thorough examination of the bridge and if necessary to call to his assistance Engineers Howe and Starbuck, who examined the bridge last summer and prepared plans for a new structure.

The Commissioners feel that it would be false economy to repair the bridge and are in favor of building a new structure, but they are powerless to act without an appropriation being made by the county council. The council will be called in session early in August when the matter will be thoroughly discussed.

There are also several other matters to come before the council. The small-pox fund is entirely exhausted and an additional appropriation is need to pay claims that have been filed with the county health board. The appropriation is also needed to rebuild the Lost Creek bridge which collapsed about a month ago.

MICHIGAN DEMOCRATS HOLD CONVENTION

Campaign Will be Made on State
Issues.

Detroit, Mich., July 31.—The Democratic state convention was called to order at 10:30 o'clock this morning. The committee on resolutions recommended a

clique of operators on the board. Judge Chytrus before modifying the order, told the attorneys he did not consider the injunction restrained the defendants from bidding, buying or selling or refusing to buy or sell July oats in the pit or from any of their accustomed business operations aside from these in connection with the complainants.

EXCURSION OFF TO ATLANTIC CITY

A Number of Terre Hauteans
Went to the Seaside Today.

The Atlantic City excursion today over the Vandalia line was a great success. Among those who went were Mr. and Mrs. Carl Stahl and son, Sherman Haupt, Frank and Max Guellé, Mrs. Riskel and daughter and O. C. Robinson. A number came off the E. and T. H. and the Peoria division. The party went in the fine Pullman palace car "Duarte."

SUNDAY'S EXCURSIONS.

Next Sunday the Vandalia will have an excursion to Indianapolis and another to Maxinkuckee. The fare is \$1 for each. The Indianapolis train leaves at 7:20 and the Maxinkuckee train at 8:31.

KILLED NEAR FONTANET.

An old man named Thompson was struck and instantly killed by the Big Four fast train, the Knickerbocker Wednesday afternoon, a short distance east of Fontanet. The man threw himself in front of the engine with suicidal intent. The Knickerbocker was going at a fast rate of speed when it struck the man, who was apparently a coal miner. He was between 50 and 60 years old.

THROUGH EXCURSION SLEEPERS.

Col. E. E. South has secured three sleepers which will be used for the Terre Hauteans who wish to take advantage of the excursion to Niagara Falls. A through sleeper will also be run from here to Atlantic City.

THE ANTI-PASS AGREEMENT.

An official in close touch with affairs of the trunk lines is quoted as saying that the anti-pass agreement is on the ragged edge. He says that unless there is a material change in the situation before the end of the year the whole thing will be thrown over. It seems that the Pennsylvania and the Lackawanna have been very hard hit by the agreement, and both of them are more or less put out over it.

TAKES POSITION AT CHICAGO.

James A. Swisher, bookkeeper in the Vandalia master mechanic's office, has resigned to take a position as chief clerk in the accounting department of the Chicago branch of the Pressed Steel Car company. He leaves tonight for Chicago.

NOTES.

E. R. Darlow, assistant to Receiver Malott, of the Vandalia, leaves tomorrow for a ten days' vacation at Atlantic City.

Receiver V. T. Malott, of the Vandalia, has ordered four new side tracks constructed on the Terre Haute & Indianapolis division, each to have a capacity to hold ninety freight cars. The heavy traffic of the road makes such an improvement a necessity.

ADDITIONAL SOCIETY

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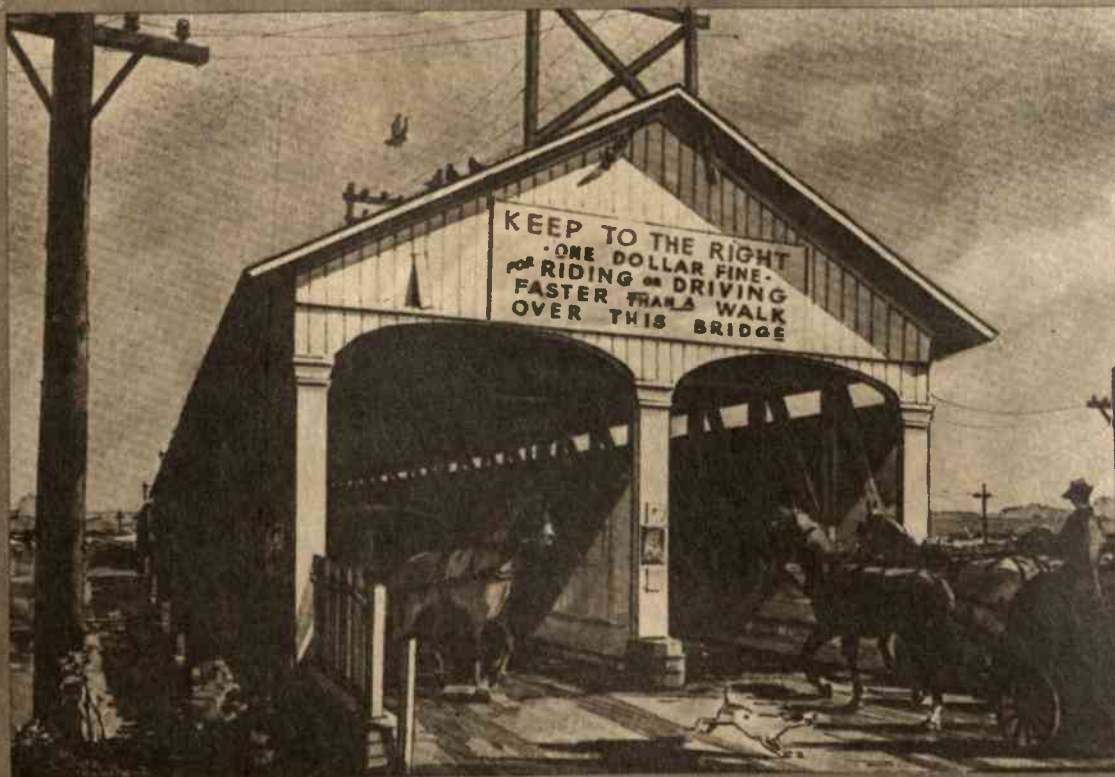
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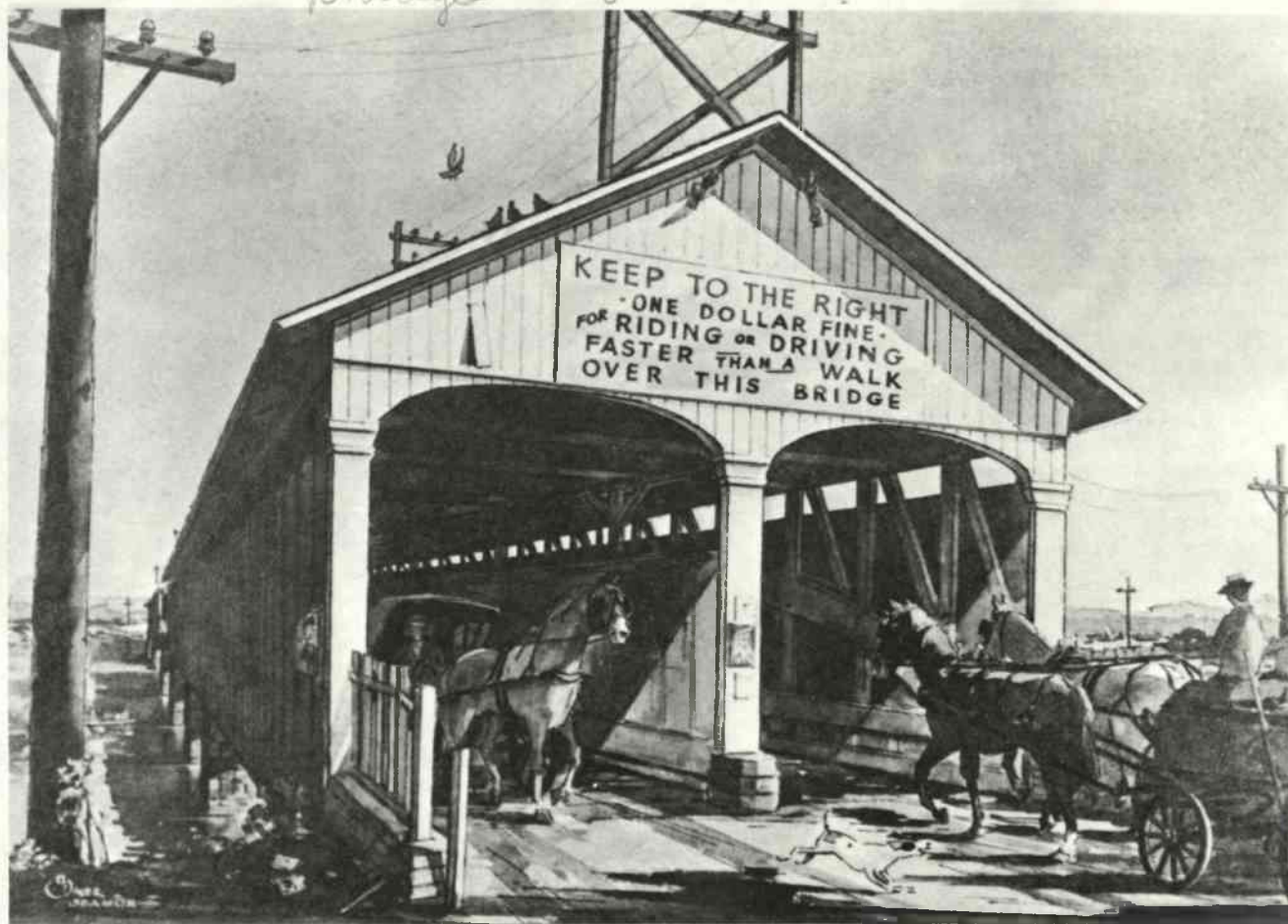
T.H. Bridges (Vigo Co)

TRIB-STAR
December 20, 1970.



OLD WABASH WAGON BRIDGE
1864 - 1904

The Old Wabash Wagon Bridge had five covered spans on a Burr truss with a draw span located second from the west end. The bridge was often hit and damaged by river steamers and by 1903 was so weak the proposed street car service to West Terre Haute was postponed until the present bridge was built in 1905.



**Old Wabash
Wagon Bridge**

The old Wabash Wagon Bridge had five covered spans on a burr truss with a draw span located second from the west end. The bridge was often hit and damaged by river steamers and by 1903 was so weak the proposed street car service to West Terre Haute was postponed until the present bridge was built in 1905.

contact Amtrak officials in regard to this many times but had received no reply.

So, I wrote to A. L. Clark, director of stations and operations planning for Amtrak. Clark replied quickly in a letter dated Nov. 16. He said the "suggestion of a restaurant or some other business within the station as a means of reviving our stop in Terre Haute is looked upon with interest by Amtrak and we are requesting our real estate department, in concert with Conrail, to promote such an endeavor." Clark said Amtrak would like to retain a portion of the building for a waiting area.

But the wheels of Amtrak and Conrail are apparently grinding slowly. Warwick said in a telephone conversation about a month after I received Clark's letter that he still had not received an okay to find a new occupant for the depot.

By the way, the cost of renovating and remodeling the depot for a restaurant or some other business is estimated at over \$100,000, more than four times its construction cost 80 years ago.

*Amtrak is
interested in seeing
something done with
the old station but
the wheels grind slowly*



Union Station was a railroad terminal in the grand tradition. Located on North Ninth Street, the station served local needs from 1893 until it was razed in 1962. Will Rogers took note of it, saying it was the only station he had ever seen with a silo on top. One of the former freight buildings, seen by the gridwork, is now used as Indiana State University's Afro-American Cultural Center. The ISU playing fields on North Ninth were once a park leading up to the impressive terminal building. The station is pictured by Salty Seamon in its pre-World War II heyday, before the advent of diesel engines, interstate highways and widespread air travel.

Shades of 'Death Lane' still evident

Bridges (Vigo Co.)



SOUVENIR OF THE OLD WABASH WAGON BRIDGE 1864-1904
TERRE HAUTE, IND.

Old Wabash Bridge, 1864-1904, in Terre Haute

A century ago, the road west from the river bridge was called "Death Lane." It was dangerous in daylight, and even more so after dark.

Many accidents occurred because the grade of the National Road was too narrow, 20-30 feet high, and not much more than half as wide on top, with no guard rails. Two heavily loaded wagons did not have room to pass each other.

Since the county purchased the river bridge and made it toll-free, it was considered the duty of Sugar Creek Township to keep the road in repair, but the county commissioners had the ultimate responsibility for public safety.

In 1879, Dr. Link was hurrying to see a patient in Macksville (West Terre Haute) and was thrown from the top of the grade, breaking his arm in the 30-foot fall. The good doctor recovered. Nothing was said. The road was not fixed, and time passed.

On the evening of April 1, 1880, a wagon carrying 14 persons on their way to a revival meeting in Macksville was thrown off the trestle on the grade and two of the party drowned.

The driver of the express wagon, Joseph M. Ellison, 1428 Main St., was hired to take the group to a protracted meeting. He drove to the Mont Rose school house where he took in several, and from there to Second Street, where there were several more waiting, 14 in all.

They left the covered river bridge at nearly 8 p.m. There was a slight mist falling, and the night was intensely dark. The willows along either side of the grade made the drive dark and dismal on a clear night.

The horses were allowed to walk, and the party was in a happy mood, laughing and joking, as the cumbersome wagon moved slowly along. Ellison could only see a few feet ahead, when suddenly the wagon reeled, fell, and rolled down the north side of the grade. The river had been rising for several days, and covered the bottom lands. Of course, all went into the water.

The driver could remember but not what happened. He remem-

across bridge

Historically Speaking

By Dorothy Clark

TS MAR 30 1980



Vigo County Public Library

Community Affairs File

REFERENCE
DO NOT CIRCULATE

(over)

bered the screaming of the women, the splashing and noise made by the men, women and horses struggling in the water. The water was no more than four feet deep, and Ellison carried two women to shore. He was so frightened and excited he could scarcely get home, which he did by riding the horse that escaped (the other horse drowned).

The bridge caretaker, Peter McKenna, and Officer Coughlin confirmed the drowning of Ella E. Hanna, 17, and Mrs. George M. Otterman, 30.

Miss Hanna's body was found caught between the wheels. In the struggle she had clutched a spoke in the wheel and held to it with a death grip. Mrs. Otterman's body was caught by the current and found the next morning floating in a deep pool about 100 yards south of the bridge. She was the wife of a former policeman who was the head blacksmith at the blast furnace.

When the newspaper reporter reached the residence of Samuel P. Hanna, 1620 Oak, a dimly lighted home out on the prairie, it was filled with sympathizing friends. The body of the dead girl lay on a pallet hastily prepared.

According to Mr. Hanna, a night watchman at the nailworks, he was off duty and was attending the religious revival at Mont Rose, conducted by the Rev. Van Cleave. Hanna was the organizer of the party to attend the Macksville revival.

Included in the party were Mrs. Otterman, Mrs. W. R. Landrum, Mrs. Bell, Charles Meeker, Ida Meeker, George Hughes, Susie and Lizzie Helmkamp, Mr. and Mrs. Hanna and their daughter, Ella. There were four men and 10 ladies.

The reporter told of walking

through the covered bridge the night of the tragedy. "The lamps, placed at regular intervals in the bridge, were glimmering and gave the surroundings a cavernous appearance, which was not diminished by the sullen, rushing sound of the river which rolled underneath. Not a soul was to be seen."

The morbidly curious crowd had gathered quickly at the scene where men were searching for the bodies. No eye witnesses were still on the scene. It seemed that all who were involved had left the scene as rapidly as possible.

History doesn't change, just the people making it historical. One hundred years later, the morbidly curious are still with us, hampering the rescue efforts and clogging up the roads for the ambulances. The only difference is that the horses are under the hoods of automobiles, not pulling the buggies and wagons. The grade is still dangerous, and traffic accidents occur with great regularity. Which all goes to prove, I guess, that history does repeat itself.

Covered Toll Bridge Over Wabash Cost \$65,000

By DOROTHY J. CLARK

Community Affairs File

Last week began the story of the first covered toll bridge over the Wabash River at the foot of Ohio Street in Terre Haute. Opened in 1847, the toll rates were established by the county commissioners in 1856.

About the time the toll rates were set, the Terre Haute Draw Bridge Co. was reorganized. W. R. McKeen acquired about two-thirds of the stock of the old company and the capital stock was increased in order to build a grade to Macksville (now West Terre Haute).

W. K. Edwards was made president of the new company. Civil engineer W. J. Ball, the father of William C. and Spencer F. Ball, purchased some of the stock and was selected to make the survey for the grade.

The exact date the grade was built is hard to pin down, but it was built in the fifties while the Ohio Street bridge was still in use.

The company built the grade to Macksville at a cost of \$20,000 and was afterwards forced to build a trestle just this side of Macksville where the water had washed through the fill. Since it was originally built by the bridge company the grade has been elevated over three feet.

On June 5, 1861, the company was given the right by the county commissioners to divide its toll rate and collect separately for the use of either bridge or grade.

The company, however, never collected toll for the use of the grade alone.

The Ohio Street bridge was frequently threatened with destruction by freshets and very often when the river was raging it was closed to traffic and the people were forced to depend on ferry boats.

The T. H. Draw Bridge Co. had the building of a new bridge in view when it built the Macksville grade and in the fall of 1863 the company's engineer, Wm. J. Ball, prepared the plans for a new bridge with stone piers to be erected at the foot of Wabash Avenue (or Main Street).

Some of the stockholders of the company at that time



DOROTHY J. CLARK

were W. K. Edwards, W. R. McKeen, Capt. S. H. Potter, James Johnston, Wm. J. Ball, G. W. Bement, D. W. Minshall, Levi Warren and Jabez Castro. Mr. Edwards was president and McKeen was treasurer of the company.

The order of the county commissioners granting the company the right to build a new bridge was signed on Sept. 17, 1863, by Commissioners C. S. Tuttle, Elijah Thomas and John Crew.

When the bridge bids were opened it was found that Hall and Kimball of Toledo, Ohio, were the lowest bidders on the sub-structure. Joseph J. Daniels of Rockville received the contract to build the super-structure.

Mr. Daniels was born at Marietta, Ohio, on May 22,

Continued On Page 3, Col. 3.

Dorothy Clark

Continued From Page 4.

1826, of New England parentage extending back to the Mayflower. In 1843 he came to Cincinnati with his father and took up bridge building at an early age. He built his first bridge in Indiana in 1850 near Rising Sun. Four years later he located at Evansville where he was superintendent of the Evansville & Crawfordsville Railroad for three years. In 1861 he moved to Rockville and resumed his business as bridge contractor. Mr. Daniels took great pride in the Wabash bridge on which he bid in the fall of 1863.

Work Begins

In October, 1863, Hall & Kimball began driving piles on which to place the piers and abutments. The first stone used was bought from the old government quarry located ten miles south of Terre Haute near the old Darwin Road. The best to be obtained in this region, it was quarried, placed on cars and hauled to the river by means of a tramway about a mile long. From there it was brought up the river by boat. The piers and abutments of the Big Four bridge at Terre Haute were also constructed of this durable stone.

Some stone was brought from a quarry the contractors had opened a short distance this side of Greencastle, but it was condemned by Wm. J. Ball who said it was of the grade known as lithographic and would not stand the weather.

The contractors then reopened an old government quarry at Putnamville, later owned by Joshua Staples, and obtained their supply from there. This was considered the best bridge stone in the state. The face of all the piers and abutments is of this stone while the backing is partly from Vigo County stone.

Mr. Daniels objected to the use of Louisville cement in the stone work, but Mr. Ball did not agree with him. The cost of the bridge was \$65,000 equally divided between sub and super structures.

INDIANA ROOM

REFERENCE
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LONG DANCE

In May, 1864, Mr. Daniels and his crew began building the superstructure. There were no accidents more serious than a sprained ankle.

The bridge was completed and opened for travel early in January, 1865. Up until 1901 it had cost very little for repairs. A new roof was needed and a couple of coats of paint. Mr. Daniels, then 75 years of age, recommended that a bolt or stiffener should be provided where needed and that the draw should be replaced with one of a wider track to accommodate the trolley car. If this was done, he believed the old covered bridge would be ready for another 37 years of service.

Long Career

He had built seven miles of covered bridges, over 100 piers and abutments during the fifty-five years he was in

the business, including five patterns of bridge masonry across the Wabash. The old canal viaduct at Delphi or Carrollton of which W. J. Ball was the engineer was built by Mr. Daniels in 1881. He also built substructures for the Clover Leaf Railroad near Silverwood for the C.&E.I. at Clinton and for the Narrow Gauge at Merom. He built a 210-foot single-span bridge across Sugar Creek in Parke County soon after he moved to Rockville.

The first toll collector at the Main Street Bridge was John Longdon. James Johnson and his brother Wash Johnson were also toll collectors, the latter when the bridge was purchased by the county in 1874.

The new bridge was opened without special ceremony of any kind. Jack Beard, an old tailor, achieved the distinction of being the first person to drive across the new bridge. Beard was under the influence of liquor and drove across at a mad rate without even stopping to pay the toll collector. Since it was an offense to drive faster than a walk over the bridge, when Beard returned he was arrested and taken before the police magistrate who fined him \$10 and costs.

After paying bridge tolls for 27 years, 18 years at the Ohio Street Bridge and 9 years at the Main Street Bridge, citizens started agitation for a free bridge. Early in 1874 the board of county commissioners, composed of Lewis L. Weeks, I. F. Fellenzer and Stanley Robbins, began negotiations for the purchase of the bridge. The company agreed to sell its bridge and graded road for \$80,000 on Mar. 9, 1874. Commissioner Weeks voted against the purchase. Included in the sale were the trestle-work bridge, bridge causeway, toll house, stable, horse cart, lumber on hand and a pile-driving hammer.

In the summer of 1889 the wooden draw was replaced by an iron draw built by the Pittsburgh Bridge Co. at an expense of \$6,000. The draw was much too narrow and wagons filled with hay experienced great difficulty in getting through.

There was little steamboating on the Wabash River by 1890 and the draw was only raised a few times for boats to pass under the bridge. Frank Gosnell operated a ferry line while the iron draw was being built.

Tolls collected at the Wabash Street Bridge in 1865 were as follows: For a 4-horse, mule or ox team and wagon, sled or cart—50 cents. For a 2-horse, etc.—35 cents. For a single horse, or mule and wagon, buggy or sleigh—30 cents. For a single horse or mule and cart, dray or sled, and for every additional horse, mule or ox attached—20 cents. For each person and horse or mule—15 cents. For every person of foot—5 cents. For fat cattle over 3 years old—8 cents per head. For cattle under 3 years old—5 cents per head. For horses, asses and mules—5 cents per head. For hogs, sheep and calves, led or driven—2 cents per

head. For all pleasure carriages and stage coaches driven by 4 horses or mules—60 cents. For all pleasure carriages and stage coaches drawn by 2 horses or mules and in similar proportion for all other kinds of conveyances—40 cents.

At the same time Thomas Pinson applied for ferry rates for the Barbour & Pinson ferry across the Wabash River formerly known as Durkee's Ferry and they were allowed the same rates as the Terre Haute Draw Bridge Company received for toll.

Ferry Lines Replaced By Wabash Toll Bridge

By DOROTHY J. CLARK

T.H. Trib-Star 1/23/72

In the early days before bridges were built over the Wabash river at Terre Haute, ferry boats furnished the only means of crossing the river.

James Farrington and Dr. Charles B. Modesitt operated the first ferry line in Terre Haute. They were engaged in business for many years, and having an exclusive grant from the county their receipts were very profitable.

The Macksville (West Terre Haute) grade was not in existence in those days. Along its route was a low dirt road which in time of seasonal freshets was inundated and the ferries plied their way clear to Macksville.

The ferry line at best was but a makeshift. Business interests of the city and county demanded a bridge, and in 1846 the Terre Haute Draw Bridge Company was organized.

Some of the prime movers and stock holders in this enterprise were Chauncey Rase, T. A. Madison, James Johnson, Levi Warren and Thompson Hall. They decided to build a toll bridge across the Wabash River at the foot of Ohio St. and work on the structure was begun in 1846. It was finished in January, 1847 at the cost of \$10,000. Madison and Hall, two of the stockholders, were practical bridge builders and were given the contract to build this bridge.

Built entirely of wood, the Ohio Street Bridge stood upon wooden posts instead of stone pillars. The draw was at the east end and was made to slide from east to west to open.

The building of the bridge was marked by disaster from the start. On Feb. 10, 1847, the first attempt was made to open or slide the draw. When the draw had

reached its center or to a point where it was a balance, there was a sudden crash and the draw broke off short, the east half falling into the river carrying with it one of the builders, T. A. Madison, and two of

his construction workmen, Henry Smith and George Eastman. Madison and Smith were rescued, but Eastman was drowned and his body was not recovered until the first day of April following the disaster.

Alex T. Patterson, one of the mechanics who helped build the bridge, had been sent on shore to sharpen some saws, or he would have been on the bridge at the time of the accident. He later helped build the old Clinton toll bridge in 1853 and made his home there.



DOROTHY J.
CLARK

The Ohio Street Bridge had a singularly unlucky history. Some years after it had been built, a drove of cattle stampeded on the bridge and a portion of the structure went down under their weight.

Two little girls, daughters of Henry Miller, were on the bridge and went down with the wreckage and were drowned. Several of the cattle were lost. The news of the tragedy attracted a large crowd to the river and the shores were lined with spectators until the bodies of the two little victims were taken out of the water.

On another occasion the bridge was disabled by the steamer Blue Ridge crashing against the wooden piers. The

Continued on Page 5, Col. 1.

INDIANA 1899
Community Affairs File

REFERENCE
DO NOT CIRCULATE

CONT ON THE BACK

Dorothy Clark

Continued From Page 4.

current was rather treacherous between the piers and it required a skilled pilot to steer through successfully. Several boats collided with the bridge at different times, but the Blue Ridge collision was the only one that resulted in serious damage to the structure.

In December, 1847, Sam Mullen, one of the leading commission merchants of Terre Haute, quarreled with

Madison and Hall, the bridge builders, and sought revenge in a novel way.

Bridge is Rammed

He discovered that the bridge company's charter called for a 50 foot draw span and that in the break down the draw had settled to 49 feet, six inches. Mullen kept his discovery and plans to himself, and, going to New Orleans, he loaded the steamer White Rose and started her up the river for ports north of Terre Haute.

The White Rose was exactly 50 feet wide and Mullen well knew that it was a physical

impossibility for the boat to go through the draw.

The White Rose started under the bridge with a good head of steam on, and, as was to be expected, she rammed into the bridge, but could not get through the draw.

The captain, who was obviously acting under Mullen's order, refused to move out, and calmly attached his cable to a log drift nearby and waited developments.

Traffic on the bridge was entirely suspended and many steamers were tied up along the river waiting to go

through the draw. Viele and Bement had steamers tied up on both sides of the bridge and naturally they were very upset by the tactics of the owners of the White Rose.

The captain of the White Rose was placed under arrest, but the courts here were powerless to act on account of lack of jurisdiction. At the end of three days, Asa Bement decided to take the law into his own hands. He seized an axe and cut the cable of the White Rose, which floated down the river, being caught and tied up near the old island. The case got into the

federal courts, but no one seems to remember what disposition was made of it. (More research in the future!)

Fees Reach 35 Cents

The first collector of tolls at the Ohio Street Bridge was John D. Murphy. The first books kept by the bridge company have been lost and the toll rates collected when the bridge first opened are not known.

The first record of the toll rates being regulated by the county is found in Commissioner's Record No. 6 which shows passage of an order by

THE TRIBUNE-STAR, TERRE HAUTE, IND.

SUNDAY, JAN. 23, 1972 5

the board on Dec. 1, 1856. Wm. J. Ball, one of the stockholders of the T.H. Draw Bridge Co., filed the following schedule of rates:

For a 4-horse, mule or ox team and wagon, sled or cart — 35 cents.

For a 2-horse, mule or ox team and wagon, sled or cart — 25 cents.

For a single horse or mule and wagon, buggy, sleigh — 20 cents.

For a single horse or mule and cart, dray or sled — 15 cents.

For every additional horse, mule or ox attached—5 cents.

For each man and horse or mule — 10 cents.

For every person on foot — 5 cents.

For hogs, sheep and calves led or driven — 1½ cents per head.

For all pleasure carriages, and stage coaches, drawn by 4 horses or mules — 50 cents.

For all pleasure carriages drawn by 2 horses or mules — 35 cents.

And in similar proportions for all other kinds of conveyances."

veyances."

The county commissioners who set the rates at that time were S. W. Edmunds, Simpson Stark and Jacob Jumper.

Next week I'll continue the story of the bridges over the Wabash River.